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THE
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ITALIAN WOMEN CARRYING BARBED WIRE
TO THE TRENCHES.

THE RUSSIANS IN TREBIZOND.

A CAPTURED GERMAN U-BOAT.

THE PRINCE OF WALES IN ITALY.

KING ALFONSO OPENING PARLIAMENT.

THE BOIS DE LA CAILLETTE.

DAKHLA AND KHARGA.

THE ZEPPELIN BROUGHT DOWN AT
SALONIKA.

THE BRITISH ARMY IN FRANCE SEEN
THROUGH FRENCH EYES.

BRITISH INFANTRY ADVANCING UNDER
COVER OF SMOKE - BOMBS.

TESTING AIRMEN'S NERVES BY MACHINERY.

BRITISH AND FRENCH PRISONERS IN
TURKISH HANDS. Etc., Etc.

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The Illustrated War News.



A NOVEL SENTRY-BOX IN MESOPOTAMIA: AN INDIAN SOLDIER GUARDING A WIRE-ENCLOSED BRITISH CAMP FOR TURKISH PRISONERS.

Photograph by C.N.

THE GREAT WAR.

THE fighting at Verdun has resumed, and possibly exceeded, its old ferocity; and, though the battle is being waged with enormous effort and terrible loss of life, the initiative of the action is not altogether on the side of Germany.

Germany has persisted in her dogged plan to reduce the defences west of the Meuse by a series of heavy and blunt attacks, following powerful bombardments. These attacks have been directed at the French front as it runs from Hill 304 across the slopes and through the valleys that lead to the Mort Homme and on to Cumières. These attacks appear to have so far succeeded in that they have pushed the French from the summit of the Mort Homme, though whether the enemy has been able to hold that crest, or whether it is merely another shell-swept zone something akin to the crest of Pepper Hill to the east of the Meuse, is not definitely ascertainable. Following this success, however, the Germans have been endeavouring in great force—to the extent of two army corps, it is thought—to press between the Mort Homme and Hill 304, and beyond the Mort Homme by way of Cumières. So far, in spite of every effort, and after



FIGHTING IN THE SOUTH OF GERMAN EAST AFRICA: A DETACHMENT OF THE NORTHERN RHODESIA NATIVE POLICE ON THE MARCH.

In addition to a specially raised contingent of British and Boer settlers as mounted volunteers, Rhodesia has sent into the field her garrison troops, the Northern Rhodesia Rifles and the native corps of the Northern Rhodesia Police. They are advancing in force into the southern part of the German colony, driving the enemy before them.—[Photo. by Underwood and Underwood.]

suffering losses so heavy that the hill-slopes have become shambles, the Germans have done little or nothing in their approach above Hill 304. The advance on Cumières has made more progress; the shell-shattered village has come into German hands, but with what measure of finality may be gauged by the fact that already, on May 25, the French were winning back trenches in this area, and by Saturday, the 27th, had reoccupied all the houses east of the village.

In the midst of this very costly fighting to the west of the Meuse, the French launched a startling attack on the Germans holding Fort Douaumont and the lines about that position to the east of the river on the 23rd. Fighting with amazing dash, our Ally's troops made brilliant advances over a front of more than a mile extending from Thiaumont Farm to the east of the fort. They also drove the enemy from those portions of the fort he had been holding since the first days of the battle. This attack, launched at a time when the hands of the enemy were full on the other bank of the river, made the episode singularly unpropitious for Germany. It was necessary to retrieve the defeat with all power and at once. A most desperate counter-assault was launched, and it appears likely that Germany flung all available reserves into the fight, including two new Bavarian divisions. Attacks were made in continuous and terrible succession, the French curtain-fire and the small-arm fire breaking them all as they came on. In the end the persistent employment of mass told, and the Germans were able to force themselves into the fort once more, though they were unable to drive the French from the immediate approaches. The Germans were able to win back some of the works near Haudromont also, but had no sooner got the news through to Berlin when



ONE OF THE GALLANT AMERICAN VOLUNTEERS FIGHTING FOR THE ALLIES: LIEUT. WILLIAM THAW, WHO HAS BROUGHT DOWN A FOKKER.

Lieut. Thaw is a wealthy American who, with a number of his compatriots, is serving, attached to the French Army, in a special "Flying Squadron."

Photograph by Topical.

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the French had come again and had retaken these trenches. The rest of the French gains were apparently held secure. The whole battle appears to have taken on an accession of fury, the Germans showing signs that the French offensive was not at all accommodating to their plans, and that their intentions had to be recast to face it. A big effort with all available divisions was apparently made to stamp it out. But the fury of this has only resulted in further heavy losses, and when the battle was forced to a lull during the week-end, practically nothing had been gained.

Our own fighting in the West has been concerned with the struggle on the Vimy ridge. After recapturing what we had captured and lost, we had to face a large German effort here, and in the encounter had to give way some 1500 yards of trench on the lower slopes to the north. The Germans were able to break in to a depth varying up to 300 yards. Since that date (May 23) there has been a great deal of hand-to-hand fighting in and about these debatable works, and a great deal of artillery playing going on over most parts of our line.

The immense Austrian attack on the positions Italy had won within the Trentino frontier line appears to have eased off for the moment. The Italians seem to have evacuated their positions in good order, and, under the great pressure, to have fallen back on the protective line of the Arsiero Basin, about seven miles on the Italian side of the frontier. In the Astico-Brenta area the Italian front east of Val d'Assa is holding under attack, and in the Sugana Valley the retirement is causing no alarm. It is now

certain that the Austrians have delivered their stroke with strongly concentrated forces, and it is likely that some 300,000 men were employed, as well as a lavish supply of guns. The Italian estimate of the offensive is that it aims to break, as the Verdun assault aims to break, any plans for a determined concentric movement against the Central Powers. The idea is a likely one, since it is obvious that now the chief concern of the Germanic States must be to fend off inevitable attacks rather than to

carry aggression into enemy States. The Austrians made a great song about the numbers of men captured, and place the total at 24,000, with 188 guns—not a great proportion of artillery, as things go now. It would be useless to discuss the battle until it is certain whether the enemy means to make a serious invasion of the Venetian plain, which they have entered at several points, and, what is more important, whether he will have power enough to take that offensive. The Italians have our sympathy at the loss of valuable territory won by them under great stress and with all the odds against



FOR BAFFLING HOSTILE AIRMEN: AN AUSTRIAN ROAD DRAPED OVER WITH BRANCHES HUNG FROM ROPES STRETCHED ACROSS.

Phot. Top cal.

them; that they are continuing imperturbable under the trial is a happy omen for the future.

In Russia the enemy is showing a certain amount of activity, more especially on the Dvina line and against the Volhynia front, though nothing of major proportion has yet appeared. The Dvina line and Riga and its gulf have had considerable attention latterly as a military topic, and there are certain indications that some sort of combined naval and

military offensive might be brought into play here. In the Caucasian and Persian front little that is new has transpired; the Turks have been attacking, not with any great fervour, the new Russian positions near Mosul, but were beaten off by bayonet and cavalry charges. Our own



AN ENGLISH GIRL WHO FOUGHT WITH THE SERBIANS: MISS SANDYS, N.C.O. IN THE 2ND SERBIAN REGIMENT.

Miss Sandys arrived at Salonika with the first Serbian contingent from Corfu. Going out to Serbia with a Red Cross mission, she joined the Army, and took part in the earlier fighting on the Save and Drina, and in the retreat through Albania.—[Photo. by S. and G.]

force on the Tigris has been doing some good work. General Goringe has been pushing ahead on the south bank of the river. On May 19 he had so far forced his way forward that the redoubt of Dujailah had fallen into his hands, and the key of the famous Es Sinn position had been carried. Following this, the whole of the south bank of the Tigris as far as the Shatt-el-Hai had been cleared, and, though the Turks held all the strong lines of the north as far forward as those at Sanna-i-Yat, the British were able to enfilade them from the south from that point where the Shatt-el-Hai joins the river below Kut.

There have been several items of success in our various Colonial campaignings. The first was a small affair of chastisement directed against the Sultan of Darfur, who had been comporting himself in a manner of some truculence towards us. Colonel Kelly with a mixed force left Nahud, a

point about 300 miles south-west of Khartum, and by April was able to possess himself of the Sultan's principal holds. By May 23 El Fasher, the capital, was won after a clever piece of fighting, and the Sultan was constrained to make off in a great hurry to save himself. Our losses were inconspicuous; those of the enemy heavy. In South-West Africa General Smuts was, about this time, again making further moves in his victorious campaign. He has been able to make considerable progress in the west of the German colony, below Moshi, on the Moshi-Tanga Railway. Pushing along from Kahe, the British force has gained twenty-five miles forward, taking Lembeni on the railway, Rufu Laager to the east, and Ngulu to the west of it. Moreover, in the face of the Belgian advance the Germans in Ruanda are retreating; and at the same time a Portuguese naval expedition has appeared on the Rovuma River, has driven the Germans out of the factory north of the Portuguese post of Namaca, and has occupied the ground. On their part, the Germans who were checked by General Van Deventer on May 9-11 in the Kondoa Irangi have again shown signs of activity, though nothing large has yet occurred.

Part of the news of the week is the growing assurance that Germany is suffering severely as a result of our blockade. The dearth of adequate food has caused many disturbances, and the reports of these have received their official hallmark in the institution of a Food Dictator for Germany and in grave debates in the Reichstag. Undoubtedly there is more truth in this matter than in those sedulously formulated reports that blinded us in the early days of the war. At the same time, it must be borne in mind that, even though want is manifest in Germany, we must not slacken for a minute our own determined efforts.

W. DOUGLAS NEWTON.

LONDON: MAY 29, 1916.



WITH THE ARMY AT SALONIKA: LANDING THE CARRIAGE OF A HEAVY GUN ON ONE OF THE HARBOUR QUAYS.

The gun has been already landed and is seen in the foreground, in readiness for the slinging over the ship's side of its carriage to be completed—an operation which the illustration shows taking place.—[Photo. by S. and G.]

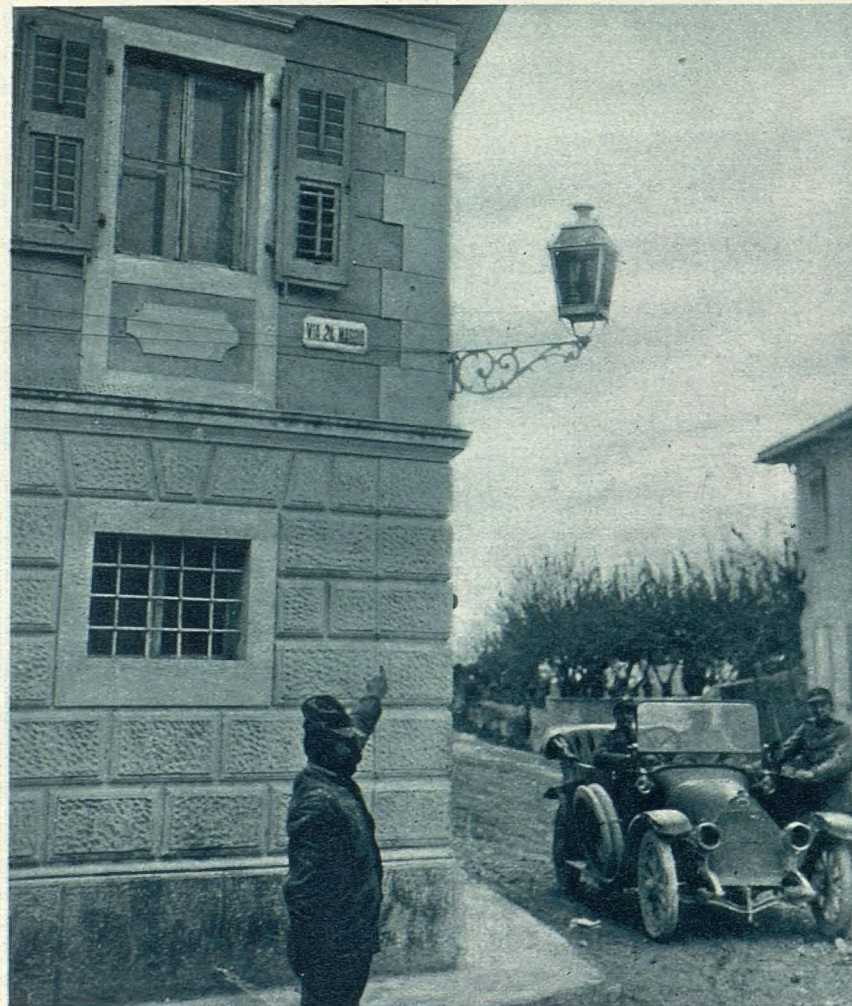
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"WE EXPLODED A MINE IN THE . . . SECTOR": WHAT AN EVERYDAY EVENT IN THE ENEMY'S LINE LOOKS LIKE FROM A BRITISH TRENCH.

"To-day we blew up a mine in the ——— sector and occupied the crater." So runs, with constant reiteration, one of the minor paragraphs that make up the reports from the British Headquarters in France. What has happened we see in the illustration. For days beforehand, deep below the surface, men, in reliefs, have been running the mine-gallery, a narrow tunnel just wide and high enough for

the excavators to work in. The estimated distance reached, well under the enemy's trench, the charge is lodged in the explosion-chamber at the end and fired by electric wire. The instant the volcanic upheaval of earth, stones, and debris subsides, a storming party dash forward with the bayonet to seize the edges of the cavity and fortify it as an advanced post.—[Press Bureau Photograph: supplied by Topical.]



A STREET COMMEMORATING ITALY'S DECLARATION OF WAR: VIA 24 MAGGIO.

May 24, our Empire Day, is now a historic date for our Italian Allies—the day on which they entered the war. The first anniversary was celebrated throughout Italy. In Rome there was a great civil and military pageant, and similar demonstrations were held in Naples, Florence, Turin, Milan, Genoa, and Venice. Our photograph shows a street in the Trentino named "Via 24 Maggio."—[Photo. by L.N.A.]



THE ZEPPELIN DESTROYED AT SALONIKA: ALLIED OFFICERS AMONG THE WRECKAGE.

As soon as the Zeppelin fell near the mouth of the Vardar, there was a general rush of officers, soldiers, sightseers towards the spot. The wreck was found in a swamp of tall reeds, and was afterwards conveyed to Salonika and reconstructed there. Our photograph shows the framework of the airship's fore-part. The flag, captured later with the crew, has since been sent to Paris.—[Photo. by Manuel.]

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A new phase of cavalry on the progress towards the difficult ch



AMONG THE "AWFUL RANGES OF WESTERN PERSIA" PENETRATED BY THE RUSSIANS ADVANCING INTO MESOPOTAMIA: THE "ROAD" TO SHEIKH MATTI.

A new phase of the Mesopotamian campaign opened recently with the arrival of a body of Russian cavalry on the Tigris, where they joined General Gorringe's army. The latter has since made further progress towards Kut. Our photograph, showing a mountain fastness of Northern Mesopotamia, illustrates the difficult character of the country which some of the Russian troops in Asia have had to traverse.

Writing on behalf of an appeal for a British motor-ambulance to aid our gallant Russian allies, Mr. Perceval Landon said: "Remember that Baratoff and his men fought just as hard for Townshend from the north as Gorringe and his troops from the south, and in mere gratitude . . . save some few broken Russians from the agony of cart transport through those awful ranges of Western Persia."



TREBIZOND AFTER ITS CAPTURE BY THE RUSSIANS: A GENERAL VIEW OF THE CITY AND ITS ROOMY HARBOUR AND ANCHORAGE.

From a political, financial, and strategical point of view, the taking of Trebizond by the Russians was in every respect an invaluable stroke. Trebizond was the principal Turkish seaport on the Black Sea, with, even under Turkish misrule, an import trade of upwards of three millions sterling, and an export trade of about the same amount. Its maritime importance was in a great measure due to its being

the terminus of a great trade route from Persia and Central Asia, via Constantinople, to the Mediterranean and Europe. For the purposes of the present war, its occupation gives the Grand Duke's army not only a strategic base and port of supply, but also a shortened line of communication by sea with Southern Russia, superseding the circuitous and difficult land route via the Caucasus and Tiflis.—[Photo. by Topical.]

TREBIZOND
"Trebizond
our Fleet in
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TREBIZOND AFTER ITS CAPTURE: IN ONE OF THE FORTS MODERNISED BY GERMAN ENGINEERS AND SUPPLIED WITH HEAVY ARTILLERY.

"Trebizond has been taken. The energetic military efforts of our troops of the Caucasian Army and our Fleet in the Black Sea have been crowned by the capture of the most important fortified position on the Anatolian coast." In that form the Petrograd War Office announced, on April 18, the fall of Trebizond. A Turkish army corps of 50,000 men defended the place, the fortifications of which had been

modernised by German engineers, powerful modern artillery being mounted on the forts. While a Russian column advancing by the Erzerum road to the south-east pressed back the defenders on the land side, the Fleet put ashore a large force to the west of the city, and then bombarded the sea-front defences. The Turks abandoned the fortress and fled in confusion, just escaping being cut off.—[Photo by Topical.]



IN ARRAS, WHERE THE GERMAN BOMBARDMENT CONTINUES: PLACES ON WHICH THE ENEMY KEEP DROPPING THEIR SHELLS.

At Arras, as described by the British correspondent, a recent visitor there (quoted on the page facing), "the worst of the ruin is concentrated in three or four chief points. The most notable are the Place de la Gare, opposite the railway station (Photograph No. 1 above); the Petite Place (Photograph No. 2), with the ruins of the beautiful Hôtel de Ville (No. 3); and the neighbourhood of the Cathedral (Photo-

graph No. 4). Each of these points has served as a constant mark for the German gunners, and still so serves to-day. . . . The Place is desolation itself, hardly a building having anything approaching to an intact front. . . . Of the beautiful sixteenth-century Hôtel de Ville, one of the finest in France, three only of the seven arches stand, and even those are chipped and battered."

IN ARRAS

"There are many places in which the ruins are more extensive than Ypres, as Ypres."



IN ARRAS, WHERE THE GERMAN BOMBARDMENT CONTINUES: THE INTERIOR OF THE CATHEDRAL—THE REMAINS OF THE ORGAN TO THE RIGHT.

"There are some," remarks a "Times" correspondent at the front, after seeing what remains of Arras, which the enemy still keep on bombarding at intervals, "who say that Arras is even more impressive than Ypres. Perhaps it is. It is certainly impressive and terrible enough. It is not so great a ruin as Ypres. . . . It is not easy to find a house which still has glass in all its windows, or the front of

which is not more or less pitted with the marks of rifle and shrapnel bullets." "Terrible," continues the writer, "is what is left of the fine old Cathedral of St. Vaast. The cathedral was not old—barely a century—but it was very massive, and hardly in Rome itself can you see ruin on a more colossal scale." Up to the very last Mass was said in the cathedral.

Little Lives of Great Men.

LXXII.—LIEUT.-GENERAL SIR J. WOLFE MURRAY.

LIEUT.-GENERAL Sir James Wolfe Murray, who has been appointed to succeed General Sir Leslie Rundle as a General Officer Commanding-in-Chief of the First Class, is the Laird of Cringletie, in Peeblesshire, and is descended from that Colonel Alexander Murray who was with Wolfe at Quebec. Alexander Murray commanded the Grenadiers on the Plains of Abraham, and it is said that Wolfe died in his arms. However that may be, it is certain that Wolfe esteemed Murray highly, and the regard was reciprocal, for Colonel Murray named his second son James Wolfe, to whom the General stood godfather. That James Wolfe Murray, who became a Scottish Judge, was born in 1749, and from him the Cringletie Murrays derive the name of Wolfe. The present head of the house, Lieut.-General Sir James Wolfe Murray, was born on March 13, 1853, and is the eldest son of the late James Wolfe Murray, of Cringletie, Brigadier-General of the Royal Company of Archers. He was educated first at the famous Scottish public school of Glenalmond, and afterwards at Harrow, whence he passed to the Royal Military Academy at Woolwich. In 1872 he entered the Royal Artillery, and in 1899 he had attained the rank of Colonel. He had gained the brevet of a Lieut.-Colonel's rank four years earlier for his services with the Ashanti Expedition. In Ashanti he was in command of the lines of communication, and, besides his brevet, was decorated with the star awarded for that campaign. Chances of active service had been long in



LIEUT.-GENERAL SIR JAMES WOLFE MURRAY, K.C.B., D.L., LAIRD OF CRINGLETIE, PEEBLES.

Photograph by Elliott and Fry.

coming, but the South African War brought Colonel Wolfe Murray further opportunities. He was again placed in command of the lines of communication in Natal during 1899 and 1900, and was twice mentioned in despatches. His rise was now rapid, and he was chosen to fill many important appointments. In 1903 he became Quartermaster-General in India, holding that office for a year, when he returned home to take up the duties of Master-General of the Ordnance, which post he held until 1907. For the four following years he was again in India in command of the 9th (Secunderabad) Division. Returning home, he acted as General Officer Commanding-in-Chief in Scotland in 1913, and in the following year he held the South African command. In 1907 General Wolfe Murray had been created a Knight-Commander of the Bath, and for some time past he has been First Military Member of the Army Council. Earlier in the war Sir James Wolfe Murray was Chief of the Imperial General Staff at the War Office. Last October he was succeeded in that post by Sir Archibald Murray, who was in turn succeeded by Sir William Robertson. The present appointment is somewhat indefinite in its wording, but it may possibly be taken to mean that General Wolfe Murray is to be given a home command. He has been a Deputy-Lieutenant for the county of Peebles since the year 1907. The Cringletie Murrays have, for very obvious and excellent reasons, never hyphenated their name; but, in the male and female line alike, "Wolfe" is borne as a perpetual memorial to the hero of Quebec.

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WHERE PATROL SKIRMISHES HAVE RECENTLY BEEN OF FREQUENT OCCURRENCE: MULE-CARTS OF THE INDIAN TRANSPORT SERVICE AT SALONIKA.

It was reported recently from Salonika that engagements between patrols and small detachments of infantry at various points were daily becoming more frequent and lively. About a dozen such encounters, it was said, occurred on one day (May 23) on the right bank of the Vardar. The light mule-carts of the Indian Transport Service have once more proved their great utility in the Balkans, as

previously in France and in Mesopotamia. "The Indian S. and T. man," writes Mr. Edmund Candler, regarding the latter country, "with his wide experience of campaigns in diverse climates . . . from Somaliland and the Sudan to Tibet and the Abor country, has come near to perfecting his art—thanks to the inestimable virtues of the mule and the *drabi* (driver)."—[Official Photograph; supplied by Sport and General.]



THE ZEPPELIN SHOT DOWN AT SALONIKA: REMAINS OF THE AIRSHIP'S RUDDER.

Although we have already illustrated the destruction of the Zeppelin at Salonika, the excellence of the newly arrived photographs given on this and the two succeeding pages justifies a return to the subject. The airship appeared over Salonika about 2 a.m. on the night of May 4-5. She was shelled by the Allied war-ships, and descended in flames into the swamps at the mouth of the Vardar. "It seems



THE WRECKED ZEPPELIN IN THE VARDAR MARSHES: ONE OF THE PROPELLERS.

certain," wrote Mr. G. Ward Price from Salonika, "that it was a shell from an anti-aircraft 12-pounder on the fore-bridge of a British battle-ship that actually brought her down." Describing the engine, gondolas, and propellers, after a visit to the wreck, he says: "The latter are of polished walnut wood, built in layers, and edged with copper."—[Official Photograph; supplied by C.N.]

ALLIED
The wreckage
mechanics.
No. 'Z 85,'
had four eng



ALLIED OFFICERS EXAMINING THE WRECKAGE OF THE ZEPPELIN BROUGHT DOWN AT SALONIKA : THE GASOLINE TANKS (HOLDING 550 GALLONS).

The wreckage of the Zeppelin was conveyed to Salonika on barges, and there reconstructed by French mechanics. Giving details of her construction and career, a Reuter message said: "The vessel was No. 'Z 85,' and was built at the latter end of 1915. Her length was 170 metres (560 feet) and she had four engines, each of 100 horse-power. Her speed was 95 kilometres (60 miles) an hour. The

tanks held 2500 litres (550 gallons) of petrol. She was recently engaged in bombing Riga, Minsk, and Dvinsk, and attempted at the end of February and in the middle of March to approach Salonika, but was driven off near the frontier. The Zeppelin was hit three times on May 5, once in the reservoir, once in a ballonnet, and once near the stern."—[Official Photograph; supplied by C.N.]



SOUVENIR-HUNTERS IN BATHING-COSTUME: TROPHIES FROM THE SALONIKA ZEPPELIN.
After the Zeppelin fell, there was a rush of souvenir-hunters to the spot. Writing on May 7, Mr. G. Ward Price said: "The French have mounted guard over the ruins, and in spite of the fact that the water alongside the wreck is two feet deep, and that to get to it you have to wade much deeper still, a party of Canadian nurses were among the sightseers who struggled through the swamp to it this



WITH HER ZEPPELIN TROPHY ROUND HER WAIST: A CANADIAN NURSE.
afternoon." One is here seen with her trophy, a strip of aluminium, wound round her waist. The Zeppelin's flag was first placed in General Sarrail's room at Salonika, and afterwards sent to Paris to be exhibited at the Invalides. It was the first Zeppelin flag captured by the French, those of previous Zeppelins destroyed not having survived.—[Official Photographs; supplied by C.N.]

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IN THE EASTERN MEDITERRANEAN: A BRITISH SEAPLANE BEING HOISTED OUT FOR A CRUISE FROM ON BOARD ITS MOTHER-SHIP.

Seaplanes, or hydro-aeroplanes, as they are also called—aeroplanes fitted with floats in place of the wheeled landing-chassis of aircraft intended for over-land service—are doing notable work in different parts of the war area. Off Ostend and Zeebrugge, along our East Coast, and over the North Sea, they are constantly in evidence on reconnoitring or scouting service and, whenever occasion offers, attacking

enemy aircraft; with success in not a few instances—Zeppelins included. They are largely employed and have distinguished themselves in the Eastern Mediterranean, up the Dardanelles and in the Sea of Marmora. They are housed on board “mother-ships,” whence they start and return, being hoisted out or in, over the ship’s side, before and after their cruises.—[Photo. by Topical.]



CAMPAIGNING IN GERMAN EAST AFRICA: FIELD FORCE CAMERA-NOTES DURING THE ADVANCE OF GENERAL SMUTS' ARMY.

The rains in East Africa set in during April. Besides making the forests of the interior unhealthy and difficult for campaigning, on open stretches the wet turns the soil into quagmires. Photograph No. 1 shows one of our motor-cars bogged so badly that an ox-team had to be requisitioned to pull the car free. In Photograph No. 2 is seen a party of British motor-cycle despatch-riders comparing notes while

crossing a stretch of rough plain. Motor-cyclists are rendering General Smuts the same invaluable service that their fellow wheelmen are rendering in Flanders and Northern France. An Indian Imperial Service sappers' detachment are seen in No. 3, crossing a ford which the enemy had tried to block by breaking up the river bottom and strewing tree-branches across the passage.

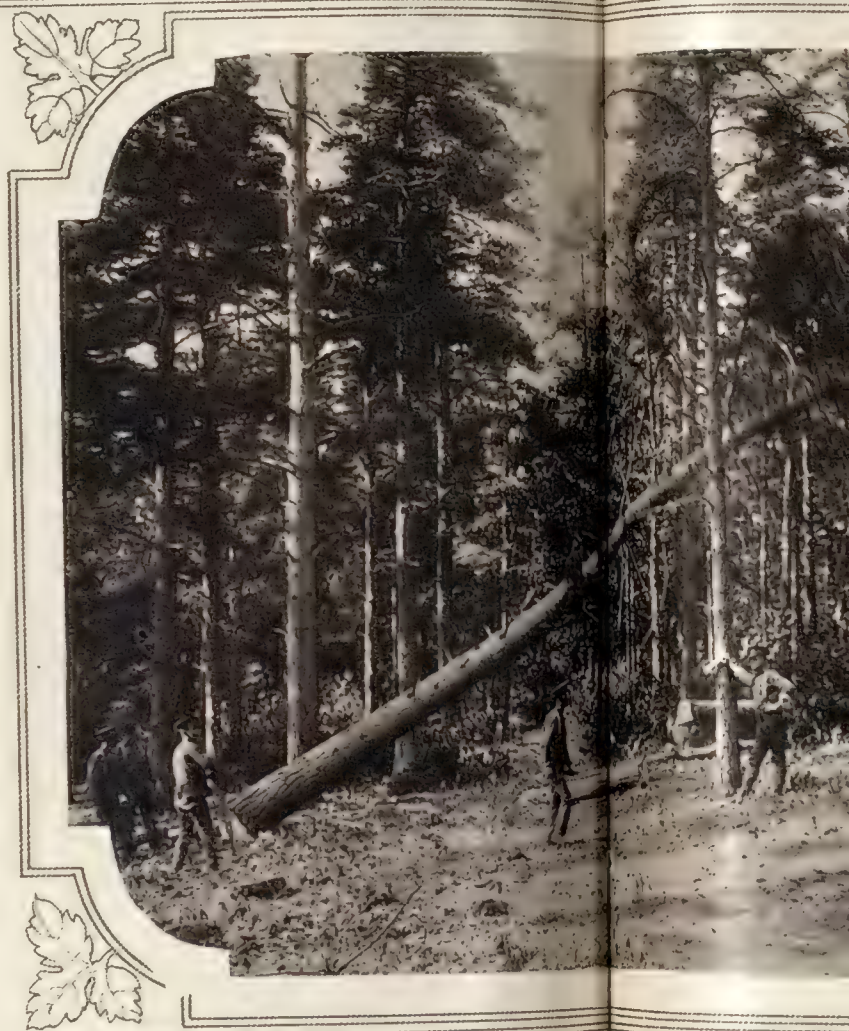
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A BLOCKHOUSE IN EAST AFRICA: OUR NATIVE TROOPS RE-FORTIFYING A CAPTURED POSITION "SOMEWHERE" NEAR LAKE TANGANYIKA.

Lake Tanganyika, it may be recalled, lies south of German East Africa, the width of the German colony separating it from the operations near Mount Kilimanjaro. To the west of the Lake lies Northern Rhodesia, and on the east it is bounded by German East Africa at the northern end, and at the southern end by Portuguese East Africa. Last February two British motor-boats sank a German armed vessel

on the Lake, thus obtaining the naval command of its waters. Another German boat, the "Kingani," was captured there last December. The natives of Rhodesia, both North and South, have shown remarkable loyalty during the war. In the photograph a native sergeant, wearing three stripes on his sleeves, is directing the work of rebuilding a blockhouse.—[Photo. by Underwood and Underwood.]



CANADIAN LUMBERMEN AT WORK IN WINDSOR PARK: TREE-FELLING AND SAWING TO PROVIDE TIMBER FOR MILITARY PURPOSES—(1) DRAW

Large quantities of timber are required by the Army for various purposes—such as trench-construction, building shelters, huts, and dug-outs, and so on. To meet the exceptional demand, a Home-Grown Timber Committee was appointed, and it was stated in Parliament recently that they had succeeded in securing supplies. Among other emergency arrangements, they obtained the services of 1500 Canadian lumbermen who are now employed in this country in felling timber in Windsor Great Park, and also in the New Forest, in Devonshire, and in forest camps in Scotland. Besides these, so the country, but so far their another page we illustrate



ER FOR MILITARY PURPOSES—(1) DRAWING A 10-FT. LOG TO THE SAW-MILL; (2) A FINE FIR FALLING; (3) A CIRCULAR SAW AT WORK.

exceptional demand, a
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in forest camps in
Scotland. Besides these, some Irishmen and Portuguese are engaged in cutting pit-props for the Welsh coal-fields. The Committee has power to commandeer all the timber resources of
the country, but so far their requirements have been satisfied by negotiation with land-owners, who, it was stated by Mr. Acland in the House of Commons, "have met them most fairly." On
another page we illustrate similar work being done by French Army wood-cutters. A tree-felling competition was recently held near the front in France.—[Photographs by Alfieri.]



PREPARING TIMBER FOR FRENCH DUG-OUTS AND TRENCH-CONSTRUCTION: FRENCH SOLDIERS AT WORK CUTTING LOGS WITH A CIRCULAR SAW.

The French Army, like our own, needs large supplies of timber for the woodwork of the trenches and other military purposes, and a number of men are employed in felling trees and sawing logs into planks and sections. This photograph may be compared with those on our central double-page in this issue, showing Canadian lumbermen at work in Windsor Great Park. As there mentioned, a tree-felling contest

was recently held in a French forest near the front. One competition, for British colonial troops, was won by the New Zealanders. The French had a contest of their own, but both parties expressed great admiration for the skill displayed by their Allies. The French cut the trunks closer to the ground, thus avoiding any waste of the best part of the wood.—[Photo. by Illustrations Bureau.]

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THE CAMPAIGN IN GERMAN EAST AFRICA: TWO CAPTURED GERMAN FIELD-GUNS AS TROPHIES IN GENERAL SMUTS' CAMP.

These are two of the German "77's" (77-millimetre, or, approximately, 3-inch) field-guns, taken in the course of General Smuts' so far steadily victorious campaign in German East Africa. How many exactly of the German field-guns have been taken has not been disclosed. The despatches also do not enumerate the captured heavy artillery, the 4.1-inch naval guns, which the enemy salvaged from the remains of the

destroyed cruiser "Königsberg," and transported inland to fortified positions—but two at least are in our hands, according to the telegrams. As far as is known, the enemy had at disposal, at the outset of the campaign, a field force of 3000 whites, German reservists, colonial levies, and garrison troops, infantry and batteries of artillery, together with 5000 Askaris or armed native levies from local tribes.



CONTINUALLY IMPROVING MACHINES MAINTAIN AIR-SUPREMACY : A NEW TYPE DOUBLE-ENGINE BIPLANE OF THE ALLIES ; WITH ITS CENTRAL GUN.

New-type aeroplanes are constantly appearing at the Front, while older designs which have proved useful (features of which have been retained) reappear with improvements and alterations which, even to an expert eye, make it difficult sometimes to recognise their identity. The new machines of the Allies are in every way a match for those of the enemy, if not, as a fact, in many details they are not

better. Our air-supremacy remains beyond challenge on that score. At the same time, in aircraft, Nelson's vital sea maxim is the all-important point—"Numbers only can annihilate." In the illustration is seen one of the newest types—a biplane, with two sets of engines, in which the gunner sits in the centre.—[Photo. by Newspaper Illustrations.]

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WHAT AEROPLANES CAN STAND: ONE OF OUR MACHINES WHICH RETURNED SAFELY ALTHOUGH ITS PLANES WERE RIDDLED WITH BULLETS.

One unexpected experience of the war has been the capacity that aeroplanes, both monoplanes and biplanes, have shown to withstand injury from bullet-holes in their supporting planes without being brought down. Over a hundred bullet-holes have been counted in some of the Allies' aircraft which have returned safely to their hangars after having run—or, rather, flown—the gauntlet of the enemy's fire,

of shrapnel as well as of musketry. At the Invalides, in Paris, one of the most popular exhibits is a French biplane, "M.F. 123," actively employed during the earlier part of the war, which came back safely with its planes, stays, and body peppered all over with upwards of four hundred bullet-holes and rents from shell fragments!



A TRIBUTE TO H.M. THE QUEEN OF THE BELGIANS: A FRENCH CASKET OF SILVER AND IVORY.

Elisabeth, Queen of the Belgians, has taken so sympathetic a part in every movement for alleviating the sufferings due to the war, that it was a graceful thought to offer to her Majesty a tangible expression of French appreciation in the form of a beautiful casket of silver, exquisitely wrought, with panels of ivory. It is in the style of the shrine of Sainte-Ursule at Bruges, and has been shown at the Petit

Palais. The workmanship is amazingly fine, especially in the present difficult conditions of any form of art production. It is the work of Edmond Becker, and two of the panels recall the Brussels Town Hall and Notre Dame in Paris. The casket contained a sum of 30,000 francs subscribed over and above its cost, to be applied to the funds of charitable works in which her Majesty takes interest.

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A MARK OF RECOGNITION OF THE "SPLENDID PATRIOTISM AND SELF-SACRIFICE" OF THE NATION: THE KING AT AN ALDERSHOT INSPECTION.

There could be no more timely illustration than this of the King riding out to inspect the Aldershot troops on the day his Majesty signed his summons to service of the manhood of Great Britain of military age. "I have . . . deemed it necessary to enrol every able-bodied man between the ages of eighteen and forty-one. I desire to take this opportunity of expressing to my people my recognition

and appreciation of the splendid patriotism and self-sacrifice which they have displayed in raising by voluntary enlistment since the commencement of the war no less than 5,041,000 men, an effort far surpassing that of any other nation in similar circumstances recorded in history, and one which will be a lasting source of pride to future generations."—[Photo. by C.N.]



"BUND"-BUILDING ; BRIDGE-MAKING ; CATCHING FISH IN THE HANDS : FLOOD-TIME IN MESOPOTAMIA.

All along the Lower Tigris, on both sides of the river, the flat, low-lying ground is crossed at intervals by "bunds," or causeways. They extend between villages, and provide the only means of getting about on foot during the months of each year when the floods from the overflowing of the river overspread the country for miles. For the same reason, "bunds" of sand-bags held in place by piles have had

to be built at the camps of the Mesopotamia Expeditionary Force. One under construction is seen in Photograph No. 1. Photograph No. 2 shows the construction of a Tigris pontoon-bridge of planks laid across a row of large native craft. Nos. 3 and 4 are off-duty scenes near a camp during the flood season: soldiers taking fish with their hands in a shallow, and a man catching one tossed to him.

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MESOPOTAMIAN MUD: WITH GENERAL GORRINGE ON THE MARCH TO KUT—A TRANSPORT CART IN DIFFICULTIES.

The country over which General Goringe's troops advanced in their desperate effort to relieve Kut, where our men are again on the move, is, in general, a flat mud plain, intersected with wide, marshy tracts. During the autumn and winter rains, the surface becomes a swamp passable only where there may be narrow "bunds," or embankments. • In the spring the Tigris, swollen by the melting snows

from the Armenian mountains, overflows, and converts the country into a network of lakes, such as foiled the British effort to break through to Kut. The state of the ground during General Goringe's advance may be judged from the photograph above, showing a transport cart sunk to its axle-trees at a soft spot, and suggests the grave difficulties attending the advance of our troops.



AT THE FRONT IN MESOPOTAMIA: AN INDIAN ARMY TRANSPORT TRAIN.

Thanks to the reorganisation for war of the Indian Army land transport service carried out during comparatively recent years, the transport arrangements of the Army in Mesopotamia have worked satisfactorily. Indian transport with field units is divided into first and second line. The former consists of pack-mules; the second of mules, carts, bullocks, camels, ponies, or coolies.—[Photo. by C.N.]



GERMAN SUBMARINE MINES ON THE TIGRIS: A CAPTURE MADE INTO A BUOY.

Submarine mines transported by the Germans to the Tigris have been used on the river, being set adrift to float down-stream and sink vessels with stores and troops as these make their way up, or destroy pontoon bridges. Practically all have been intercepted, and some, after their explosive charges had been drawn, used as buoys to mark the main channel.—[Photo. by C.N.]

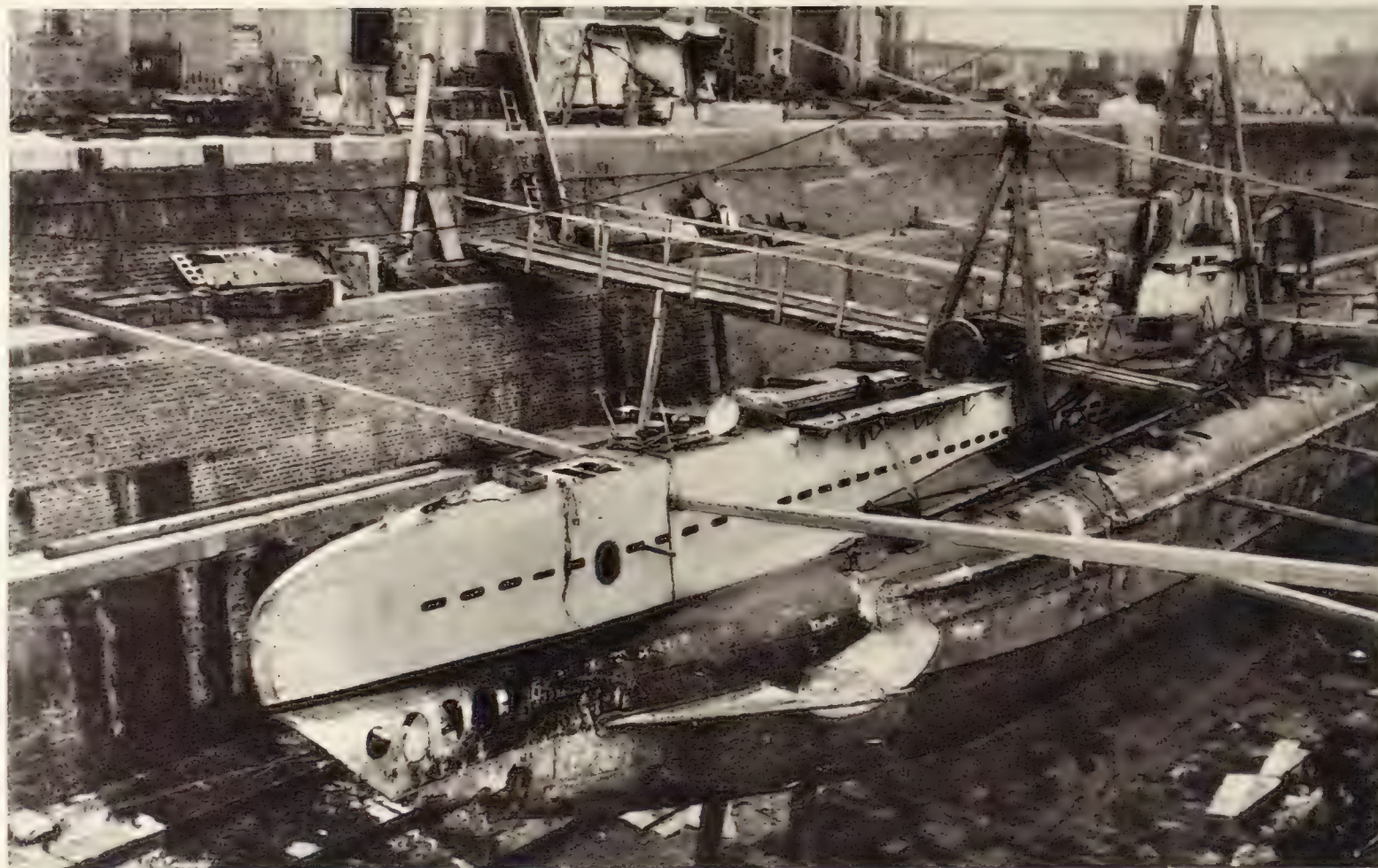
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WITH THE BRITISH EXPEDITIONARY FORCE IN MESOPOTAMIA: FILLING WATER-TANKS FOR THE CAMP-SUPPLY BESIDE THE TIGRIS.

The Tigris has provided the everyday water-supply for the troops in Mesopotamia all through the campaign. The quality of Tigris water, however, has not exactly proved all that is desirable in regard to purity and clarity, owing to the soil held in suspension from the muddy bottom which forms the river-bed. It is at all times of the year turbid and discoloured with earthy matter, but the defect is

remediable by filtration. In that respect, Tigris water differs from Euphrates water. The Euphrates current flows for the greater part of the course of the river over a rocky bed, and is clear and limpid. Where the two rivers unite at Kurnah, at the Shatt el Arab, instead of commingling, they flow side by side for miles, clear water on one side, and turbid, yellow-brown water on the other.



NETTED, SUNK, AND RECOVERED: A GERMAN SUBMARINE RECENTLY TRAPPED AND TAKEN BY A FRENCH AND BRITISH FLOTILLA.

This is a German submarine notified not long ago by the French as sunk by a combined French and British flotilla, the officers and crew being captured. It is seen in a French dry dock on being weighed up. The submarine was caught in a drag-net towed between two mine-sweeping trawlers. They sent off a wireless message which brought a destroyer and two armed patrol-vessels on the scene. The sub-

marine rose to cut the obstructing net free, and was promptly fired at, whereupon the enemy surrendered. The crew were removed, but the submarine captain, before leaving, opened the vessel's sluices and submerging-tanks, and the submarine sank. The spot was buoyed, and, as the water was not deep, the vessel was recovered intact a few days later.—[Photo. by Photopress.]

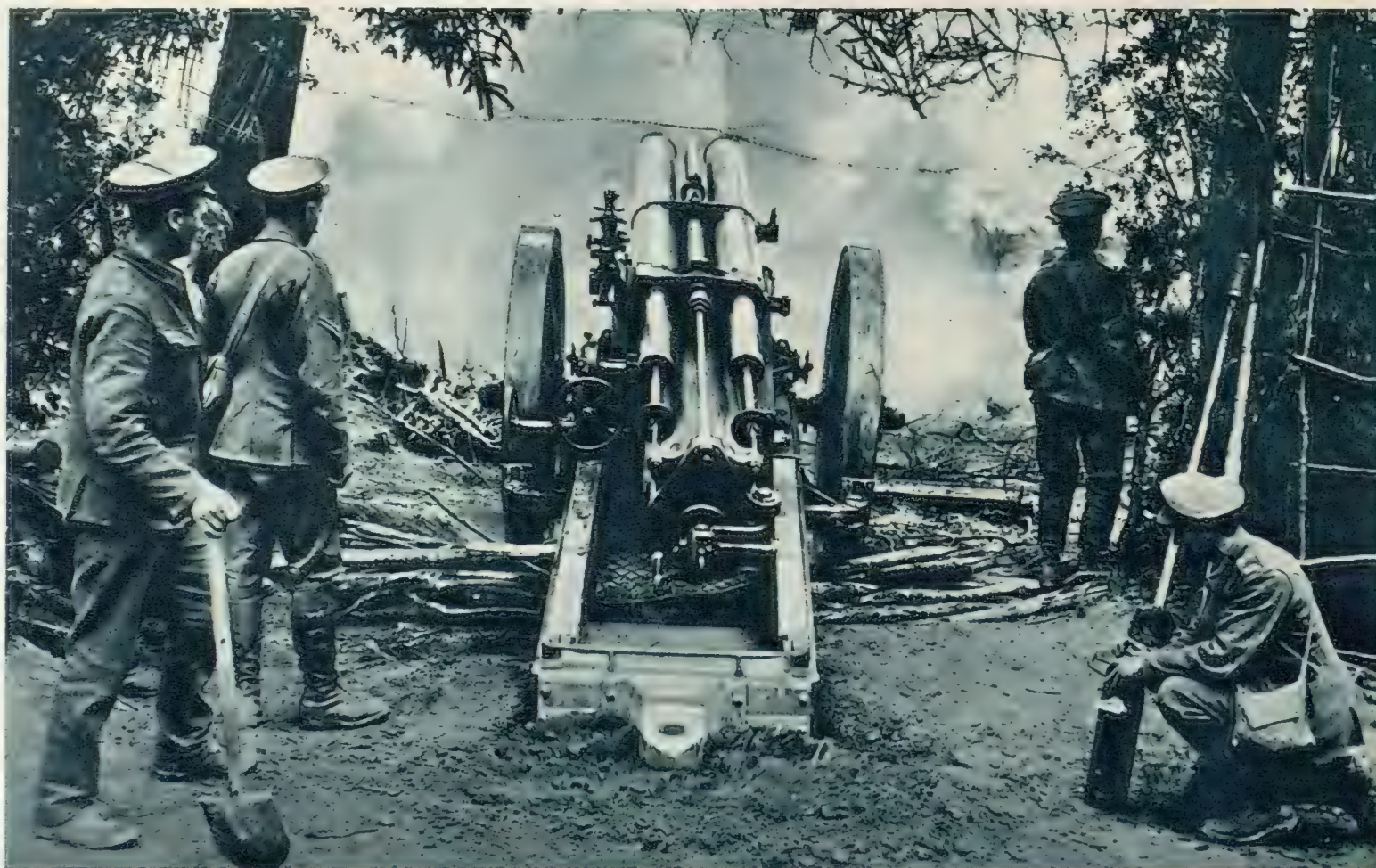
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THE CONFESSIONAL IN THE FIELD: A ROMAN CATHOLIC AUSTRIAN SOLDIER CONFESSING TO A MILITARY PRIEST AT THE FRONT.

Remembering the atrocities which the forces of the enemy—Austrian as well as German—have committed during the war, in Serbia, Poland, and Belgium, as well as at sea, and the initial atrocity of causing the war, it is difficult not to suspect hypocrisy, or at least blind inconsistency, in any religious professions made by members of the guilty nations. Had their Christianity been sincere, it might be suggested, the war would never had

happened. Yet it may be remembered that individual soldiers of armies are not necessarily responsible for the deeds of their Governments, and there may be honest Christians among them. The photograph shows an improvised confessional constructed between two trees. The priest, of course, is inside, and the penitent speaks to him through a small window or aperture in the partition.—[Photo. by E.N.A.]



AT THE BRITISH FRONT IN FRANCE: ONE OF OUR 60-POUNDER HEAVY "GUNS OF POSITION" IN ACTION.

We now, happily, more than hold our own all along the front in the Western war-area, as do our allies, the French, everywhere in their various sectors, in the matter of heavy artillery. As all the accounts from correspondents and others in Flanders and Northern France describe, the enemy meet their match every time their heavy artillery open fire, and our ammunition supply of heavy projectiles

is adequate. The gun seen is one of the regulation "position-guns" of the British Army, a 60-pounder, being so designated from the weight of the shell fired. The two cylinders seen on top of the barrel are for absorbing the recoil at each discharge, enabling the gun, as a whole, to remain steady and practically immobile on one spot as it goes off.—[Press Bureau Photograph; supplied by Topical.]

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AT THE BRITISH FRONT IN FRANCE: ONE OF OUR HEAVY HOWITZERS IN THE ACT OF BEING FIRED.

Howitzers share with the orthodox "guns of position" the heavier artillery work in the trench bombardments everywhere. High-angle firing, rather than long-ranging, is their special *métier*, their projectiles, which are all of large calibre, being fired with a steep angle of elevation, so that they describe, in their flight, an exceptionally curved path, or trajectory, finally descending steeply on to the target. In that

manner, lofty intervening obstacles make no difference to howitzer practice, the firing being controlled by telephoned orders from observation-posts. Owing to the shortness of the howitzer barrel, and the severity of the shock on discharge at an angle to the howitzer-bed, or ground surface, special recoil fittings and contrivances are characteristic of howitzer mountings.—[Press Bureau Photograph; supplied by Topical.]



THE ITALIAN FLEET OPERATIONS IN THE ADRIATIC: DURAZZO SET ON FIRE WHILE HELD BY AUSTRIAN TROOPS.

Durazzo, on the Adriatic, the principal Albanian seaport, first came into prominence in the war after the Serbian retreat. An Italian naval brigade occupied it as a convenient centre for taking on board the Serbian, Montenegrin, and Albanian troops which had been concentrated there for transport to Corfu and elsewhere for reorganisation and re-equipment. The vanguard of the Austrian invaders arrived too

late to hinder the embarkation and, after an exchange of shots, the Italians evacuated Durazzo, leaving a great part of it on fire. The moving off of the Italian transports was covered by a bombardment by Italian war-ships, which prevented the Austrians from interfering, and set on fire the docks and storehouses. Since then Italian cruisers have thrown shells into the enemy's camp at intervals.—[Photo. by "Daily Mail."]

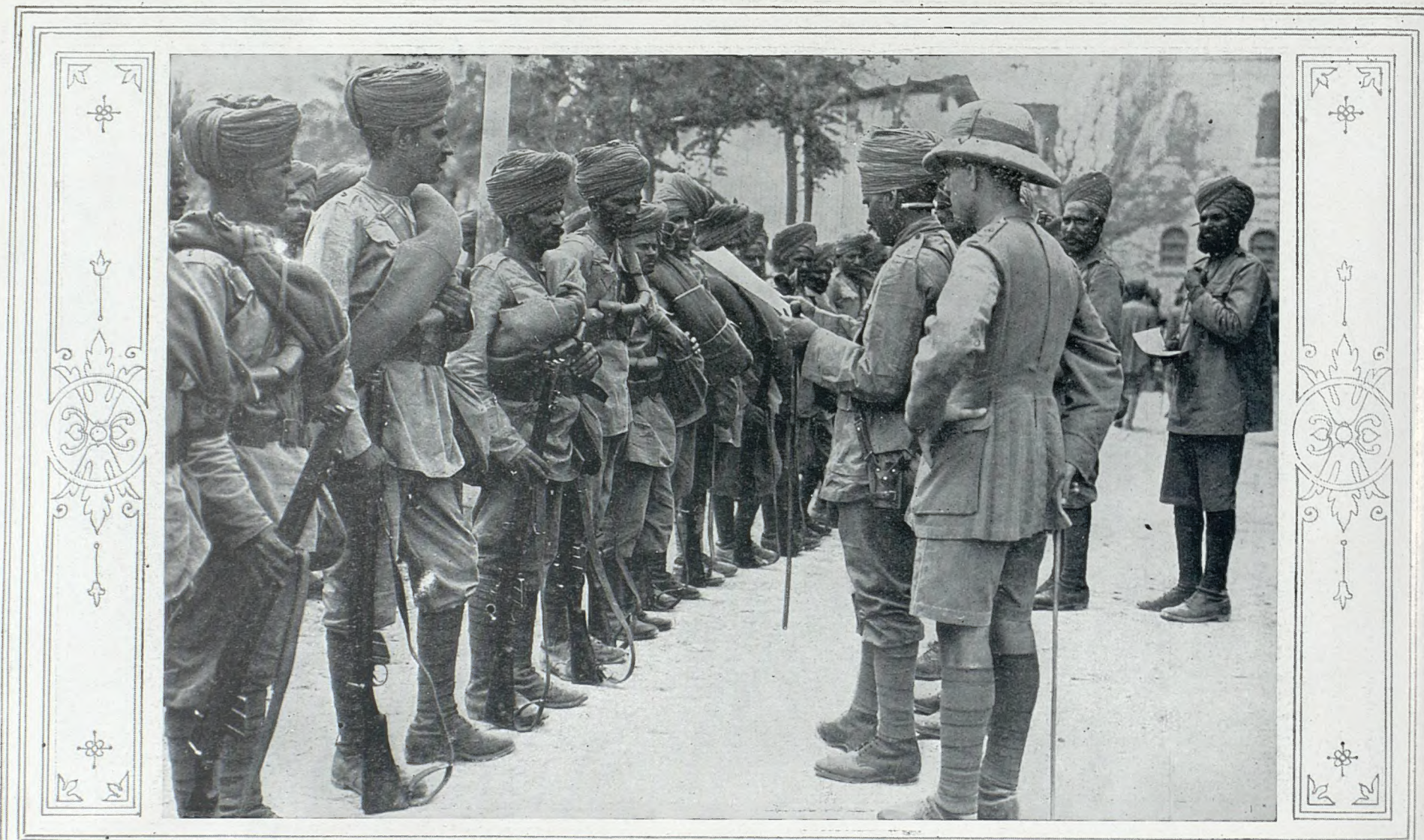
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THE TYPE OF FORCE WHICH "INDUCED" ALI DINAR'S TROOPS TO LEAVE THEIR TRENCHES: A BRITISH CAMEL CORPS IN THE SUDAN.

A British Camel Corps shared prominently in the recent victory over the forces of Ali Dinar, the rebellious Sultan of Darfur, in the Western Sudan. "Colonel Kelly's force," stated the War Office, "defeated the enemy and successfully occupied El Fasher (the Sultan's capital) at 10 a.m. on May 23. . . . The main action took place near the village of Beringia, twelve miles north of the capital, where the enemy,

numbering between 2000 and 3000, held a strongly entrenched position on the morning of the 22nd. The Camel Corps successfully induced them to leave. They then attacked our troops with rapidity and desperation. The enemy's attack was met by a withering fire, but some few penetrated to within ten yards of our lines. Our troops then counter-attacked, totally defeating the enemy."—[C.N.]



THE INDIAN ARMY'S SHARE IN THE MESOPOTAMIA CAMPAIGN: AN INFANTRY COMPANY'S ROLL-CALL BEFORE STARTING FOR THE FRONT.

In the illustration one of the regimental native commissioned officers of a company of an Indian infantry battalion under orders to go to the front in Mesopotamia is seen calling the roll of his men. Beside him stands one of the British officers of the battalion. These serve as Double-Company Commanders and Double-Company officers, according to seniority. Indian infantry battalions have each normally upwards of twenty British officers—a Commandant, four Double-Company Commanders, eight or ten Double-Company Officers, Attached Officers, and Medical Officers. The normal staff of native commissioned officers are: one Subadar-Major, seven or eight Subadars (native Captains), and as many Jemadars (native Subalterns), mostly promoted from the ranks.—[Photo. by C.N.]

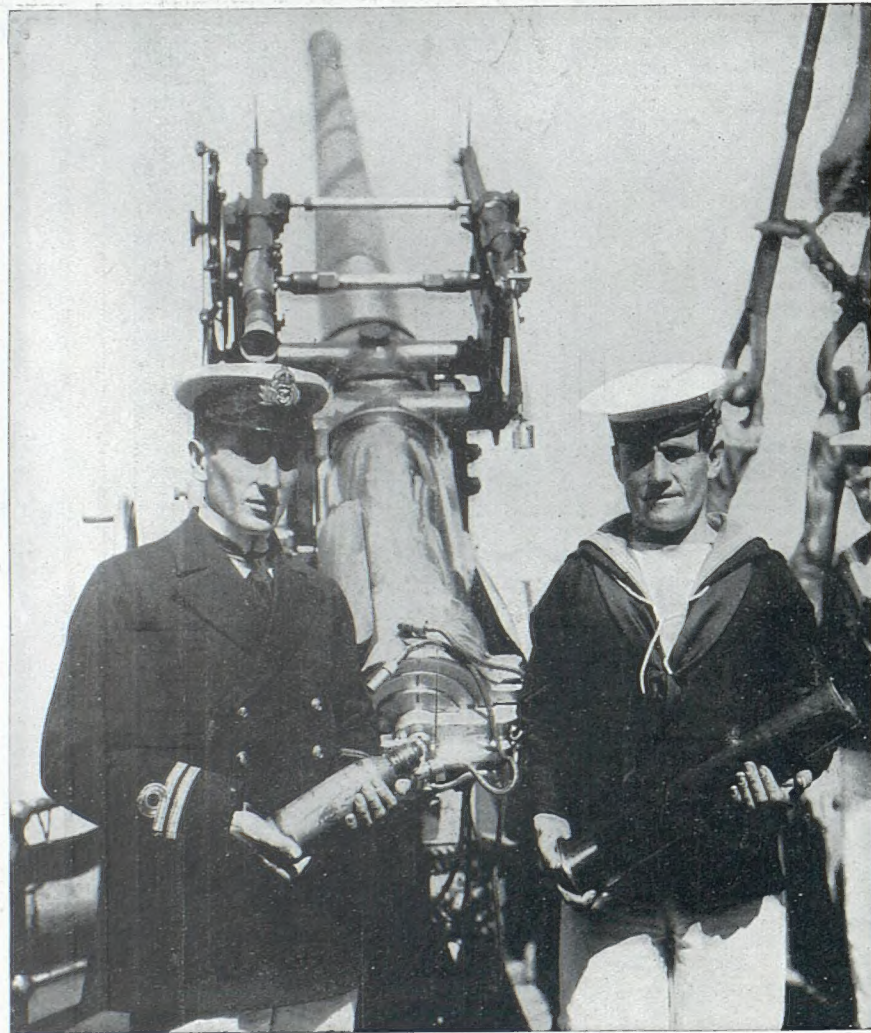
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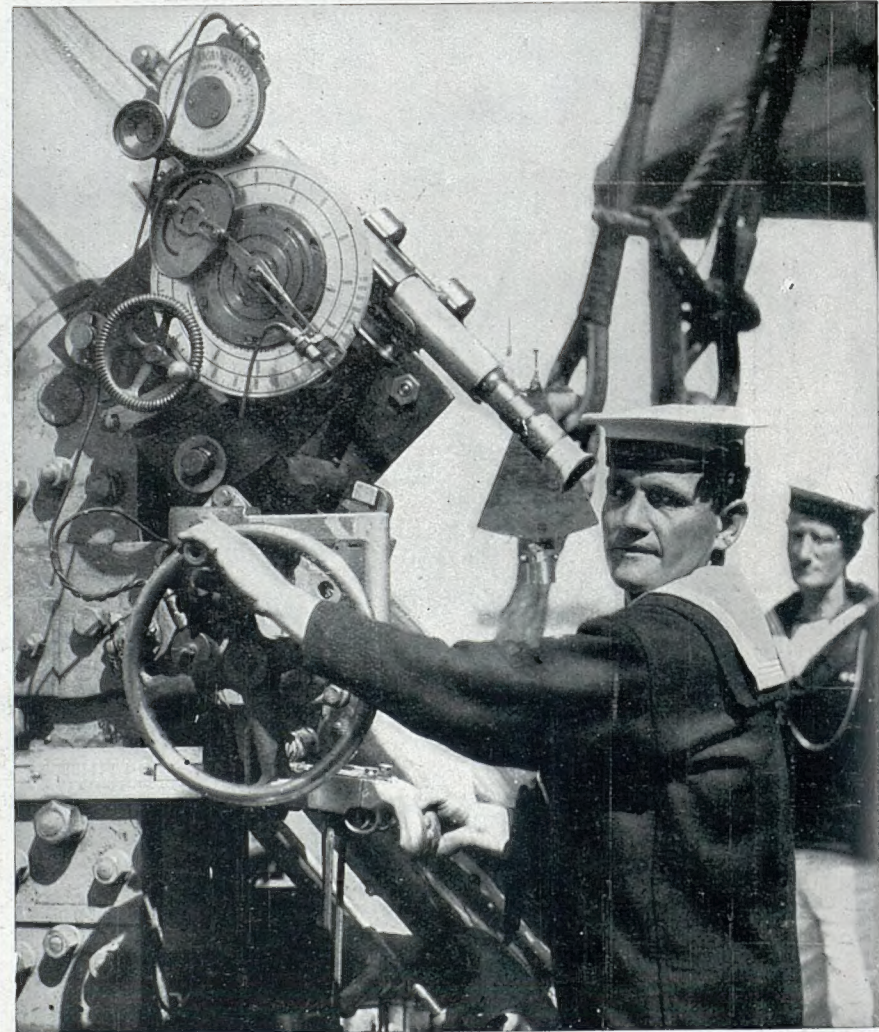
A BRITISH SOLDIER IN MESOPOTAMIA WHO "NURSED A DEAR GAZELLE": GIVING HIS PET MILK FROM AN IMPROVISED FEEDING-BOTTLE.

British love of animals has shown itself strongly during the war, not least in the custom of keeping pets, either privately or as regimental and naval mascots. The distant campaigns offer wide variety of choice. East Africa, for instance, has been described as a regular "Zoo." In Mesopotamia the soldier seen above bought his pet, a young gazelle, from an Arab. At first it was too weak even to suck

from a bottle, and he used to rub milk on his lips, from which the little creature licked it. It is a pleasantly human touch in the inhuman surroundings of the war. May he never have cause to lament, with Tom Moore, that "I never nursed a dear gazelle, To glad me with its soft, black eye, But when it came to know me well, And love me, it was sure to die."—[Photo. C.N.]



"L 20'S" FATE AT SALONIKA: THE OFFICER AND A.B. WHO WINGED THE ZEPPELIN.
One of the propellers of the Zeppelin ("L 20"), brought down near Salonika, is a trophy on board the British battle-ship an anti-aircraft gun of which fatally crippled the airship. The Lieutenant, R.N. (holding one of the shells the gun fires) who, as control officer, regulated the firing, and the A.B. (holding cartridge-case) who laid and fired the gun, are shown above.—[Official Photo.; supplied by C.N.]



"L 20" AT SALONIKA: THE GUN AND BLUEJACKET THAT CRIPPLED THE ZEPPELIN.
The anti-aircraft gun on board the British battle-ship at Salonika which crippled Zeppelin "L 20" is seen here, with the naval gunner who fired the shot. Details of the telescopic sighting-apparatus of the gun and part of its range-finding mechanism and the laying wheel are seen; also the firing-key and pistol-grip, on which the gun-layer has his hand.—[Official Photograph; supplied by C.N.]